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CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO.

COUNTRY Poland

DATE DISTR. 24 May 1978

SUBJECT Kuestrin-Gerdauen Railroad Line

NO. OF PAGES 2

PLACE ACQUIRED

NO. OF ENCLS. (LISTED BELOW)

50X1-HUM

DATE OF INFO.

[Redacted]

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a freight

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train loaded with Soviet transit goods and operating from Kuestrin (O 53/V 66) to Gerdauen (Zelaznodorznaja) (R 55/V 22) via Kreuz (O 52/W 60), Schnoidenuehl (P 54/R 94), Thorn (Q 54/J 37), Deutsch-Bylau (Ilawa) (Q 54/E 04), Allenstein (Olsztyn) (R 54/E 66) and Korsche (Korsze) (R 55/V 60).

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1. The German customs inspection took place in Kuestrin-Kietz while the Polish customs inspection was made in Kuestrin-Neustadt. [Redacted] The railroad line between Kuestrin-Kietz and Kuestrin-Neustadt is single-track and crosses three steel bridges which are built on concrete piers, i.e., the Vorflut Bridge, Oder River Bridge and Warthe River Bridge. There is no speed limit on the Vorflut Bridge or on the bridge across the Warthe River, but there is a speed limit of 20 km/h on the Oder River Bridge.
2. The bridge across the Vistula River near Thorn on the section Kuestrin-Neustadt-Osterode (Q 54/E 24) was the only section with a speed limit. (3) This bridge, which is about 1 1/2 km long, is a steel structure with concrete piers and carries one track. The speed limit for the bridge has been set at 30 km/h. The demolished section of the bridge, which formerly carried the second track, is being reconstructed. Two spans are incomplete. (4)
3. From Osterode to Korsche, the line is single-track, (5) from Korsche as far as the Soviet frontier it is double-track, (6) and from the frontier to Gerdauen it is single-track. (5)
4. The Gerdauen railroad station has two standard-gauge tracks and four sidings, adequate for trains with a maximum of 120 axles. In Gerdauen, the locomotives operated by German personnel are detached and the trains are taken over by Soviet personnel. The track leading to the east is standard gauge. (7)

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Document No. [Redacted]

No Change in Class.

Declassified

Class. Changed To: TS S (6)

Auth.: HR 78-2

Date: 14 JUL 1978

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5. The coaling stops on the line are Kuestrin-Neustadt, Landsberg/Barthe, Kreuz, Schneidmühl, Bromberg (P 5h/3 Sh), Thorn, Thorn-Mockre, Deutsch-Kylau, Allenstein and Korschen. [] At the Gerdauen railroad station there is a small coal dump of approximately 40 tons which may be drawn upon by the German locomotives in case of emergency. [] one or two trains are dispatched from there in both directions daily. (9)

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Comment:



(3) According to the official Soviet time table of 14 May 1950 this line is double-track only as far as Deutsch-Kylau, while the 40-km stretch as far as Osterode is recorded as being single-track. However, there is a possibility that the dismantled second track of this section has been rebuilt in the meantime.

(4) This bridge is actually 930 meters long.

(5) This is confirmed by the official Soviet time table. []

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(6) Until now it has been believed that this section is still single-track. []

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(7) The Soviet point of transloading is Insterburg. It seems that for security reasons the trains operating between Gerdauen and Insterburg are run by Soviet personnel. []

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(9) A total of four scheduled trains operate daily from Gerdauen in both directions.

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